Service Bulletin 757–54A0030, Revision 1, dated December 20, 1993. If any forward support bracket is manufactured from 17–7PH steel, no further action is required by this AD for that forward bracket.

Note 2: The brackets positioned after the forward bracket should be manufactured from 17–7PH steel, as shown below:

Bracket	Part No.	(Power plant station No.)
First Bracket	312N5817–13 (or equivalent).	PPS 102
Second Bracket ..	312N5817–19 (or equivalent).	PPS 120
Third Bracket	312N5817–23 (or equivalent).	PPS 129
Fourth Bracket	312N5817–25 (or equivalent).	PPS 145

(b) For Groups 1 and 2 Airplanes: Within 60 days after February 28, 1994 (the effective date of AD 94–04–04, amendment 39–8822) (for Group 1 airplanes), and prior to further flight following the inspection required by paragraph (a) of this AD (for Group 2 airplanes), perform an initial visual inspection to detect fatigue-related cracks or breakage on the hydraulic tubing support brackets not manufactured of 17–7PH steel on the upper spar web of each engine strut, in accordance with Boeing Alert Service Bulletin 757–54A0030, Revision 1, dated December 20, 1993. If any discrepancy is detected, prior to further flight, accomplish the following in accordance with the alert service bulletin:

(1) For any support bracket that is completely broken: Perform a further visual inspection to detect worn areas or other damage of the upper spar web, the fuel lines, and the hydraulic lines; and prior to further flight, accomplish paragraphs (b)(1)(i), (b)(1)(ii), (b)(1)(iii), and (b)(1)(iv) of this AD in accordance with the alert service bulletin:

(i) Repair any damaged upper spar web.

(ii) Repair or replace any damaged fuel line with new or serviceable parts, as necessary.

(iii) Replace any damaged hydraulic line with new or serviceable parts.

(iv) Remove any broken support bracket; and, except as provided by paragraph (c) of this AD, replace it with a new nickel alloy 625 bracket.

(2) For any support bracket that is cracked, but not completely broken: Perform a further visual inspection to detect damage of the hydraulic pressure line only; and prior to further flight, accomplish paragraphs (b)(2)(i) and (b)(2)(ii) of this AD in accordance with the alert service bulletin:

(i) Replace any damaged hydraulic pressure line with new or serviceable parts, as necessary.

(ii) Remove any cracked support bracket; and, except as provided by paragraph (c) of this AD, replace it with a new nickel alloy 625 bracket.

(c) For any airplane having a support bracket that is removed during accomplishment of paragraph (b)(1)(iv) or (b)(2)(ii) of this AD: The following number of flights are permitted prior to replacement of any removed support bracket with a new nickel alloy 625 bracket (in accordance with Boeing Alert Service Bulletin 757–54A0030, Revision 1, dated December 20, 1993), provided that, prior to further flight, the cracked or broken brackets are removed completely, damaged spar webs are repaired, and fuel lines and hydraulic lines are repaired or replaced, in accordance with paragraph (b) of this AD:

Bracket	Part No. (power plant station No.)	Flights permitted
First Bracket Removed	312N5817–55 (PPS 102) ...	No Flights.
Second Bracket Removed	312N5817–69 (PPS 120) ...	Ten Flights.
Third Bracket Removed	312N5817–73 (PPS 129) ...	Ten Flights.
Fourth Bracket Removed	312N5817–75 (PPS 145) ...	Three Flights.
Second and Third Brackets Removed	.....	One Flight.
Multiple Brackets, other than Second and Third	.....	No Flights.

(d) For any airplane having a support bracket that is manufactured from 2024–T42 aluminum alloy or 301 stainless steel: Repeat the initial inspection required by paragraph (b) of this AD thereafter at intervals not to exceed 2,000 flight hours, in accordance with the procedures described in Boeing Alert Service Bulletin 757–54A0030, Revision 1, dated December 20, 1993.

(e) For any airplane having a support bracket that is manufactured from 2219 aluminum: Repeat the initial inspection required by paragraph (b) of this AD thereafter at intervals not to exceed 1,000 flight hours, in accordance with the procedures described in Boeing Alert Service Bulletin 757–54A0030, Revision 1, dated December 20, 1993.

(f) Within 18 months after the effective date of this AD: Replace all support brackets manufactured from 2219 aluminum, 2024–T42 aluminum alloy, or 301 stainless steel, with either new 17–7PH steel brackets or new nickel alloy 625 support brackets for the hydraulic tubing on the upper spar web of the engine struts at all locations, in accordance with Boeing Alert Service Bulletin 757–54A0030, Revision 1, dated December 20, 1993. Accomplishment of this modification constitutes terminating action for the requirements of this AD.

(g) As of February 28, 1994 (the effective date of AD 94–04–04, amendment 39–8822), no person shall install any hydraulic tubing support bracket on the upper spar web of the engine struts that is manufactured from 2219 aluminum, 2024–T42 aluminum alloy, or 301 stainless steel on any airplane.

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(i) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(j) The inspections, repair, replacement, and removal shall be done in accordance with Boeing Alert Service Bulletin 757–54A0030, Revision 1, dated December 20, 1993. The incorporation by reference of this document was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of February 28, 1994 (59 FR 65420). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(k) This amendment becomes effective on June 15, 1995.

Issued in Renton, Washington, on May 9, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–11906 Filed 5–15–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–ANE–17; Amendment 39–9228; AD 95–10–11]

Airworthiness Directives; General Electric Company CF6 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is

applicable to General Electric Company (GE) CF6–80C2 series turbofan engines. This action requires an initial and repetitive brake holding torque check of the fan reverser center drive unit (CDU), visual inspection of the translating cowl inner bondment seal, and functional check of the translating cowl auto re-stow system. This action also requires removal and replacement of certain CDU's as a terminating action to the repetitive check and inspection program. This amendment is prompted by a report of a CDU not able to hold the fan reverser translating cowl at the required position when manually driven to its stow position during routine maintenance. The actions specified in this AD are intended to prevent the loss of the CDU's brake holding feature, which could result in possible movement of the fan reverser translating cowl towards the deploy position in flight.

DATES: Effective May 31, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 31, 1995.

Comments for inclusion in the Rules Docket must be received on or before July 17, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–ANE–17, 12 New England Executive Park, Burlington, MA 01803–5299.

The service information referenced in this AD may be obtained from Martin Marietta Services, Inc., Attn: Karen Lyons, 10525 Chester Road, Cincinnati, OH 45215. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Robert Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7138; fax (617) 238–7199.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) received a report of a center drive unit (CDU) not able to hold the fan reverser translating cowl at the required position when manually driven to its stow position during routine maintenance. Investigation revealed that the CDU brake shaft had worn to the extent that the braking feature was inoperative. This feature, in conjunction with two additional features (auto re-stow and stow retention), prevents the uncommanded movement of the translating cowl towards the deploy position. Further investigation revealed that the wear was due to the low material hardness of the brake shaft. This low material hardness is the result of a heat treat step that was inadvertently omitted from the manufacturing cycle of the brake shaft. This condition, if not corrected, could result in loss of the CDU's brake holding feature, which could result in possible movement of the fan reverser translating cowl towards the deploy position in flight.

The FAA has reviewed and approved the technical contents of Martin Marietta CF6–80C2 Service Bulletin (SB) No. 78–1002, Revision 1, dated March 23, 1995, that describes procedures for the brake holding torque check of the fan reverser CDU, visual inspection of the translating cowl inner bondment seal, functional check of the translating cowl auto re-stow system, and the removal and replacement of the CDU.

Since an unsafe condition has been identified that is likely to exist or develop on other General Electric Company (GE) CF6–80C2 series turbofan engines of the same type design, this AD is being issued to prevent the loss of the CDU's brake holding feature, which could result in possible movement of the fan reverser translating cowl towards the deploy position in flight. This AD requires an initial and repetitive brake holding torque check of the fan reverser CDU, visual inspection of the translating cowl inner bondment seal, and functional check of the translating cowl auto re-stow system. This AD also requires removal and replacement of certain CDU's as a terminating action to the repetitive check and inspection program. The actions are required to be accomplished in accordance with the service bulletin described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 95–ANE–17.'' The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a ''significant regulatory action'' under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ''**ADDRESSES**.''

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95–10–11 General Electric Company: Amendment 39–9228. Docket 95–ANE–17.

Applicability: General Electric Company (GE) CF6–80C2 series turbofan engines installed on, but not limited to, Airbus A300 and A310 series, Boeing 747 and 767 series, and McDonnell Douglas MD–11 series aircraft.

Note: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent a loss of the center drive units (CDU) brake holding feature, which could result in possible movement of the fan reverser translating cowl towards the deploy position in flight, accomplish the following:

(a) For fan reversers that have a CDU identified in paragraph 1.A.(1) of Martin Marietta (MM) CF6–80C2 Service Bulletin (SB) No. 78–1002, Revision 1, dated March 23, 1995, installed, perform the following:

(1) If the requirements of MM CF6–80C2 SB No. 78–1002, dated February 27, 1995, or MM CF6–80C2 SB No. 78–1002, Revision 1, dated March 23, 1995, have *not* been previously accomplished, perform a brake holding torque check of the fan reverser CDU, a visual inspection of the translating cowl inner bondment seal, and a functional check of the translating cowl auto re-stow system in accordance with paragraphs 2.B, 2.C, and 2.D of MM CF6–80C2 SB No. 78–1002, Revision 1, dated March 23, 1995, prior to accumulating 250 cycles in service (CIS) or 30 days, after the effective date of this AD, whichever occurs earlier.

(2) If the requirements of MM CF6–80C2 SB No. 78–1002, dated February 27, 1995, or MM CF6–80C2 SB No. 78–1002, Revision 1, dated March 23, 1995, have been previously accomplished, accomplish the following:

(i) Perform a brake holding torque check of the fan reverser CDU in accordance with paragraph 2.B of MM CF6–80C2 SB No. 78–1002, Revision 1, dated March 23, 1995, prior to accumulating 250 CIS since the last brake holding torque check.

(ii) Perform a visual inspection of the translating cowl inner bondment seal, and a functional check of the translating cowl auto re-stow system in accordance with paragraphs 2.C and 2.D of MM CF6–80C2 SB No. 78–1002, Revision 1, dated March 23, 1995, prior to accumulating 1,000 hours since the last visual inspection of the translating cowl inner bondment seal and functional check of the translating cowl auto re-stow system.

(b) Thereafter, for fan reversers that have accomplished the inspection and check requirements in accordance with paragraph (a) of this AD, accomplish the following:

(1) Perform a brake holding torque check of the fan reverser CDU in accordance with paragraph 2.B of MM CF6–80C2 SB No. 78–1002, Revision 1, dated March 23, 1995, prior to accumulating 250 CIS since the last brake holding torque check.

(2) Perform a visual inspection of the translating cowl inner bondment seal, and a functional check of the translating cowl auto re-stow system in accordance with paragraphs 2.C and 2.D of MM CF6–80C2 SB No. 78–1002, Revision 1,dated March 23, 1995, prior to accumulating 1,000 hours since the last visual inspection of the translating cowl inner bondment seal and functional check of the translating cowl auto re-stow system.

(c) Remove from service the CDU's identified in paragraph 1.A.(1) of MM CF6–80C2 SB No. 78–1002, Revision 1, dated March 23, 1995, in accordance with paragraph 2.F of MM CF6–80C2 SB No. 78–1002, Revision 1, dated March 23, 1995, prior to December 31, 1995, and replace with a serviceable part. Removal and replacement of the CDU in accordance with this paragraph constitutes terminating action to the initial and repetitive inspection and check requirements of paragraph (a) and (b) of this AD.

(d) For the purpose of this AD, a serviceable part is defined as a CDU that has accomplished any revision level of MM CF6–80C2 SB No. 78–1014; or a CDU whose shaft has received the hardness inspection in accordance with any revision level of GE CF6–80C2 SB No. 78–131, and that has not had a brake shaft replacement subsequent to the hardness inspection.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternate methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(f) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the aircraft to a location where the requirements of this AD can be accomplished.

(g) The actions required by this AD shall be done in accordance with the following service bulletin:

Document No.	Pages	Revision	Date
Martin Marietta CF6–80C2 SB No. 78–1002 Total pages: 20.	2, 11, 12, 14–18, 20 ..... 1, 3–10, 13, 19	Original 1	Feb. 27, 1995. Mar. 23, 1995.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Martin Marietta Services, Inc., Attn: Karen Lyons, 10525 Chester Road, Cincinnati, OH 45215. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on May 31, 1995.

Issued in Burlington, Massachusetts, on May 2, 1995.

Mark C. Fulmer,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95–11904 Filed 5–12–95; 3:16 pm]

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